

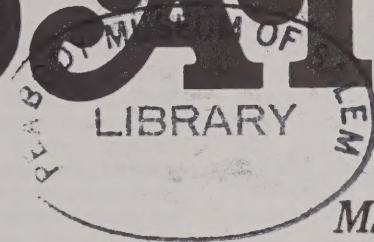


# **messing about in BOATS**

*Twice a Month!*

*Volume 5 ~ Number 21*

*March 15, 1988*







## messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

OUR GUARANTEE: IF AT ANY  
TIME YOU DO NOT FEEL YOU ARE  
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FUND YOU THE UNFULFILLED POR-  
TION OF YOUR SUBSCRIPTION  
PAYMENT.



### *Our Next Issue...*

Will hopefully feature the  
Snow Row at Hull, Massachusetts,  
which should take place on Februa-  
ry 27th, weather permitting. We'll  
also have a look at the more inter-  
esting boats at the Boston Sailboat  
Show in February. Then, there'll  
be more projects, designs, book re-  
views, cruising tales, etc.

### *On the Cover...*

Something different, a "split  
image" of paddling in two seasons  
during December. Top photo is  
Steve Gurney and his daughter on a  
Florida holiday enjoying one of Mac  
McCarthy's canoes. Bottom photo is  
Dan Swartz of the Landing Boat-  
building School enjoying his  
just-built DK-13 kayak in Kenne-  
bunkport, Maine.

And to fill out this seasonal  
theme, the centerspread in this is-  
sue is of a stocking capped Mac  
McCarthy paddling in Florida on a  
"cold" day in January. What can he  
mean by "cold"?

# Commentary

**BOB  
HICKS**

Where to park the car and  
trailer rig when one goes off on a  
small boat cruise is a question re-  
cently raised by reader Stan Dziem-  
ja, and his remarks in a recent is-  
sue brought this response from Pete  
Cartier of Glens Falls, NY:

"Stan Dziemja's dilemma about  
where to park while on extended  
cruises (BOATS, Feb. 1, 1988,  
"Happenings") got me to thinking  
that this is a topic ripe for some  
sort of network system (clearing-  
house) which would list people  
around the country willing to pro-  
vide safe, secure parking space for  
a tow vehicle and trailer. I  
thought of someone with a word  
processor/computer/printer setup  
collecting names and locations, ac-  
cess to cruising areas, etc. and  
making such information available,  
either annually or semi-annually in  
some sort of printed directory.  
This led me to suggest that BOATS  
might be an ideal medium since you  
already have widespread outreach to  
interested persons and facilities for  
producing printed information.

My hope would be that anyone  
offering a location for such park-  
ing do so as a means of sharing a  
cruising area with others and not  
get into any financial considera-  
tions and the complications they  
could create (insurance, liability,  
etc.).

To get the ball rolling, I  
have a couple of acres where I live  
in Glens Falls, NY, and would be  
willing to provide parking for two  
rigs maximum for anyone wishing  
to camp or cruise on Lake George  
or on the Hudson River/Champlain  
Canal system. I'm within ten miles  
of available boat launching access  
to either. Such a co-op effort by  
involved people would circumvent  
the ongoing price gouging prac-  
ticed by some commercial marinas,  
and also eliminate the too often  
surly service attitude attendant at  
such facilities.

I envision a simple arrange-  
ment wherein anyone (such as my-  
self) willing to provide such park-  
ing could submit necessary infor-  
mation for the directory. Informa-  
tion such as location and amount of  
available space, time of year dur-  
ing which it would be available,  
person to contact and advance no-  
tice needed, cruising areas nearby,  
etc. Obviously this needs more de-  
tail planning but I thought my  
suggestion might help generate  
some response to determine if this  
is a workable plan."

Pete's suggestion that I might  
be able to provide a focal point for

this co-op effort is acceptable to  
me, and I have facility to put into  
my stone age computer (Radio  
Shack TRS80, don't laugh computer  
junkies) this information and pro-  
vide a chosen readout on request.  
Rather than publish any sort of di-  
rectory, I'd just have an up-to-date  
real time list of available places  
and could respond by return mail  
to anyone inquiring with whatever  
I might have that would be helpful.  
The real time arrangement would  
permit anyone participating to  
change his participation on short  
notice if circumstances dictated.

Before undertaking to set this  
up, I'd like to hear from any read-  
ers who think they might be wil-  
ling to provide such a parking fa-  
cility if the details of arrange-  
ments were acceptable to them. I'd  
also like to hear from any readers  
who think they might wish to avail  
themselves of such facility.

Like Pete, I can (and have  
already done so) provide parking  
for a couple of tow vehicle/trailer  
rigs at any given time, for anyone  
wishing to cruise along the Massa-  
chusetts north shore, I'm within 20  
miles of any of it that might at-  
tract someone for a weekend or a  
week of local cruising, and can  
supply detailed information on  
where, what and how. I also would  
like to be able to find something  
similar in places I might like to do  
some of my own cruising.

As a basis for some guidance  
on what to provide, I'd be able to  
offer simple parking behind my  
home, plenty of room in a quiet  
suburban area with no crime/theft  
problems. I'd not want any money,  
nor would I assume any liability  
for the care of the vehicles left. I  
would keep an eye on them as part  
of my daily routine around here,  
but not restrict myself to being  
around at all times. I'd want to  
hear at least a week ahead of time  
from anyone wishing to avail them-  
selves of my space, and also would  
want a reasonably specific time for  
their return, like, three days, a  
week, ten days, that sort of thing.  
I could provide equipment parking  
only, no overnight camping.

So, if these ideas stimulate  
your interest, please let me know  
here at BOATS, 29 Burley St.,  
Wenham, MA 01984. For the pres-  
ent, just an indication that you'd  
participate, either as a provider or  
a user, is sufficient. If enough in-  
terest is expressed, we can then  
circulate to those responding a  
more detailed system for arranging  
this for our upcoming on-the-water  
season. It doesn't have to be many  
initially, even a handful could be  
helpful to one another.



# HAPPENINGS



## Maine Maritime Museum

### MUSEUM WINTER SCHEDULE

The Maine Maritime Museum's winter series of lectures and workshops is drawing to a close now. Those remaining are the following.

Lectures are held in the lecture room of Morse High School, 826 High St. in Bath from 7-9:30 p.m. with a non-member fee of \$2 charged. The remaining workshops will take place at the Apprenticeship at the Percy & Small Shipyard facility at 279 Washington St. in Bath at hours noted for each, at fees also individually noted. Here is the calendar:

MARCH 30: Lecture, "Cushnoc, The Fur Trading Fort on the Kennebec" by Lee Cramer, the Plymouth Colony's 17th century outpost at what is now Augusta.

### CEDAR KEY SMALL BOAT MEET

Chris Harkness of Cedar Key, FL, has announced the dates for his Fourth Annual Cedar Key Small Boat Meet & Beach Cruising Expedition. They are May 6 through 14, with the 6-8 weekend for the meet at Cedar Key, the balance of the following week for those wishing to go on a beach cruising expedition in the Cedar Keys and adjacent coastal areas. There's camping available in discrete circumstances as tent camping is prohibited in the city, but participants have ways of working this out. There'll be local cruises and social times on Saturday and Sunday, in part planned ad hoc by those who gather. Any sort of beach cruising sailboat is welcomed. If you have questions about arrangements if you think you'd like to take part, write to Chris Harkness, P.O. Box 90, Cedar Key, FL 32625, or phone Mike Leiner at the Island Place in Cedar Key, (904) 543-5306.

### NORTHWEST ADVENTURE

Mike Dalton of Belleville, NJ, plans a three-week summer adventure on the Nahanni River in Canada's Northwest Territories. Anyone interested in further details can obtain them by sending Mike a self-addressed stamped envelope at 375 Union Ave., Belleville, NJ 07109, or phone him at (201) 759-7010.

MARCH 30-31: Workshop, "Painting and Finishing" by Paul Bryant, 7-10 p.m. each day, \$35 prior registration.

APRIL 13: Lecture, "Portrait of a Ship, the BENJAMIN F. PACKARD" by Paul Morris, one of the last full rigged downeasters.

APRIL 13-14: Workshop, "Ultralight Boatbuilding" by Platt Monfort, building geodesic small craft, 7-10 p.m. both days, \$35 prior registration.

Information and registration from Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 442-7401.

### MARITIME HISTORY SYMPOSIUM

Maine Maritime Museum has scheduled its 16th Annual Maritime History Symposium for May 6, 7, 8. For details write to Patricia Conn, Maine Maritime Museum, 963 Washington St., Bath, ME 04530, or call her at (207) 443-1316.

### TRADITIONAL WOODEN BOAT SHOW

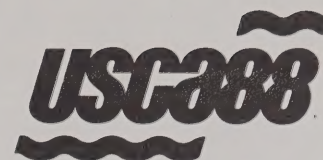
The North Carolina Maritime Museum in Beaufort, NC, has scheduled its Traditional Wooden Boat Show for May 7th and 8th this year. Interested readers should contact the Museum at 315 Front St., Beaufort, NC 28516, (919) 728-7317 for further details on entering a boat or attending to view the boats that gather for the occasion.

The Museum is open in winter months so if you're by chance travelling south you might want to drop in, weekdays 9 a.m. to 5 p.m., Saturdays 10 a.m. to 5 p.m., Sundays 2 p.m. to 5 p.m. Exhibits on historic maritime communities, a watercraft (small boats) center and shop, ship model building, and North Carolina Indian culture are featured.

### IT'S STARTING TO WARM

Stephen Poe of Edgewater, Maryland, writes as follows:

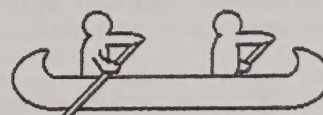
"It's starting to warm here in Maryland and the next thing you know it will be time to be out rowing, sailing, paddling, etc. I am not as tough as the watermen I see out drudging oysters through the winter. Spring also means thinning out the gathering of boats in my boat shed to make room for something new to mess about with. So, please run my Old Town sailing canoe ad for me in the next issue, thanks." (See the classifieds in this issue).



### U.S. CANOE NATIONALS

The marathon canoe national race scheduled for this coming August on the Connecticut River at Hanover, NH, is being co-sponsored by the Connecticut Canoe Racing Association. They are in need of sponsors willing to underwrite some of the expenses in return for appropriate publicity and advertising, and of helpers to run the event over the August 15-21 period (races are on the 20th and 21st). If you'd like to help out on this major undertaking, call Sue Audette at (203) 456-0558 or Earle Roberts at (203) 346-0068.

### 8th Annual Rhode Island WHITEWATER CHAMPIONSHIPS FOR CANOES & KAYAKS



### RHODE ISLAND WHITEWATER CHAMPIONSHIP

The Rhode Island Canoe Association is hosting its 8th Annual Rhode Island Whitewater Championships on March 12th over an 8 mile course on the Branch River running from Harrisville to Slatersville. Proceeds are being donated to the U.S. Canoe Nationals mentioned above. For a flyer with all details and entry form, write to Robyn Serafin, 31 Seventh St., Providence, RI 02906. Any questions, call Jim Halpin at (401) 392-0421, Ed Halpin at (617) 336-6661, Barbara August at (401) 725-3344.

### RIVER CANOEING WALLCHART

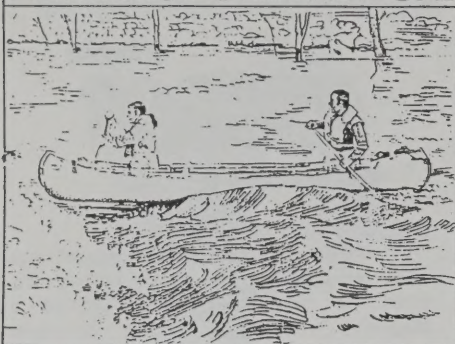
While we're on this canoeing subject this issue, we have notice from the ACA of a new 22"x34" illustrated color poster that addresses the basics of river canoeing. Techniques, equipment, attire, planning trips, all are covered. Single copy is \$3.50, quantity orders \$2.00 each. Order from the American Canoe Association, P.O. Box 1190, Newington, VA 22122-1190.

### OLYMPIC QUALIFYING TRIALS

And finally, the ACA has scheduled its East Regional Olympic Qualifying Trials for May 28-29 at Lake Sebago, NY. If you have reason to be interested, call Joyce Decot at the ACA at (703) 550-7523.



# METROPOLITAN CANOE & KAYAK CLUB



Put a Canoe & Kayak in Your Life



## CANOE/KAYAK OPEN HOUSE

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has an open house for any interested canoeist or kayaker scheduled for March 10th from 7:30-9:30 p.m. at the Brooklyn Red Cross Bldg., 165 Cadman Plaza East in downtown Brooklyn near the Brooklyn Bridge. You can learn about the club's year-round program and trips and membership. For information and travel directions, call Eric at (718) 871-2440 from 9 a.m. to 5 p.m.

## CANOE & KAYAK COURSES

The MCKC has a full calendar of weekend courses for canoe and kayak training that begins in May. In addition to river and flatwater canoeing, they offer sea kayaking beginner classes. The usual format is a Wednesday evening classroom session followed by a weekend on-the-water session on Lake Sebago or an appropriate river. The

fees run from \$40 to \$75 depending on the course. You can obtain the detailed brochure from the Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040.

## SEASON OPENER PADDLING

The MCKC schedule of river canoeing opens in March on the following dates and locations:

MARCH 5. Brodhead Creek, PA (III). Dave Prugh, (201) 560-8423.

MARCH 5-6. Nescopeck, PA. Chris Nielsen, (201) 876-3454.

MARCH 12. Lackawaxen, PA (II). Mike Dorsey, (516) 593-4952.

MARCH 12-13. Loyalsock Creek, PA (III+). Wayne Sundmacher, (609) 586-8366.

MARCH 19-20. Shepaug River, CT (II-III). Bob Connolly, (718) 634-9431.

MARCH 26-27. Schoharie Creek, NY (II). Chris Nielsen, (201) 876-3454.



## HAPPENINGS AT HULL

The Hull Lifesaving Museum is busy with its upcoming '88 season in several ways. They are involved in the Atlantic Challenge seaman-ship contest scheduled for August in Brittany, with the Museum Rowing Association conducting fund-raising to send a Hull youth crew over and assist a Hull adult crew in going over also. They are also raising funds for a set of 24 youth size oars for rowing gigs, cost being \$125 per oar. Anyone subscribing to a complete oar will have his or her name inscribed upon that oar and will be invited to learn to pull on the oar in one of the gigs in Boston harbor.

The Boat Room at the Museum is progressing as Lifesaving Service historian/collector/expert Dick Boonisar is directing the creation of the original working atmosphere of such a room in a period lifesaving station. If you'd like to drop by when Dick is on hand, call (617) 925-LIFE or (617) 925-2570 first to confirm a time.

The Rowing Association has expanded its activities by adding a recreational rowing program on Sundays at 2 p.m. The senior crew found when it moved its Sunday morning rowing to the afternoon that interest in recreational rowing spanned the generations. Regular practice times for competitive rowing are Tuesday and Thursday evenings and early Saturday mornings. Info on these from (617) 925-4826. Dues for the Rowing Association have been raised this year to \$100 to cover increased insurance and maintenance expenses.

A 20' two-person Irish curragh is being purchased by the Association at a cost of \$750. Built by Larry Ottway at the Philadelphia Maritime Museum, the tarred canvas craft will be added to the fleet for member use. Subscribers for the remaining \$300 needed are solicited at \$25 and \$50 shares. To so subscribe, one must be a member of the Rowing Association and will need to be qualified for rowing in the curragh prior to initial use of the boat.

Anyone interested in becoming involved with the Hull Lifesaving Museum and its activities should write to them at Box 221, Hull, MA 02045 or phone (617) 925-LIFE for particulars.



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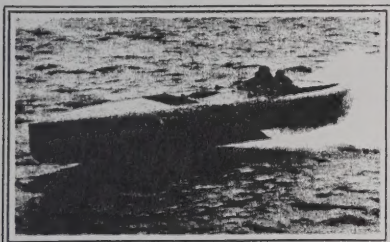


## MYSTIC SEAPORT MUSEUM

### MYSTIC SEAPORT '88 CALENDAR

A calendar listing details on 40 special events scheduled during 1988 at Mystic Seaport Museum is now available, it includes a fair number of boat related activities. Write for your copy to the Public Affairs Office, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990 or phone them at (203) 572-0711.

## GOLD CUP EXHIBIT



### GOLD CUP EXHIBIT

April 10th is the final day for the Gold Cup speedboat exhibit at Mystic Seaport Museum. Mark Mason and Phil Sharples will be taking BABY BOOTLEGGER, IMP and MISS COLUMBIA away then for the on-the-water season. The three boats with related memorabilia are displayed in the Schaefer Building daily 9 a.m. to 5 p.m. at regular museum gate admission.



### SAIL TRAINING AT MYSTIC

Mystic Seaport Museum began its sail training programs nearly 40 years ago, in 1949, and thousands of teenagers have passed through during those years. 1988 offers once again these programs for 12 to 17 year olds sailing 9' Dyer dinghies and boarding on board the JOSEPH CONRAD; and for 15 to 19 year olds on six and nine day cruises on the schooner BRILLIANT. Both programs are open to individuals and to organized groups. The CONRAD program begins on June 19th, the BRILLIANT cruises start on June 12th. Fees range from \$265 for a six-day beginner program on the CONRAD to \$520 for the ten-day session. BRILLIANT cruises range from \$430 to \$850. Applications may be requested from Alicia Crossman, Sail Education Programs, Mystic Seaport Museum, Mystic, CT 06355-0990.

### L.L. BEAN'S CANOE & KAYAK SYMPOSIUMS

L.L. Bean has its two summer boating symposiums scheduled again for 1988. On June 10-12 the Canoe Symposium takes place at Camp Winoona on Moose Pond in Bridgeton, Maine. Then in August, on the 5-7, the Sea Kayak Symposium will be held at Maine Maritime Academy in Castine. BOATS has extensively covered both of these gatherings in previous years, as several hundred enthusiasts for each type of messing about in boats gather for these really first class events. Bean obtains the top people as speakers and instructors and arranges for a variety of boats to be available for tryouts (not just those they sell). For brochures and registration forms for either event, write to L.L. Bean Public Clinics, Freeport, ME 04033 or phone (800) 341-4341, ext. 7800. Worthy of mention is that the 1987 Sea Kayak Symposium was oversubscribed by nearly 150 hopefuls who had to be turned away. So act early!



## NOANK WOODEN BOAT ASSOCIATION

### NOANK WOODEN BOAT SEMINARS

The Noank Wooden Boat Association has several monthly seminars scheduled this winter and spring.

APRIL 8. "Engine Selection & Maintenance" with Capt. Jack Kurus, licensed marine engineer.

MAY 13. "Sailshaping for Performance" with Todd Berman of Halsey Sails.

JUNE 10. "Racing Tactics" with Carl Fast.

All seminars are at the Noank (CT) Firehouse, 7 to 9 p.m. Free to members, cost to non-members is \$6 per seminar, applicable to membership dues if joining that evening. Call Holt Vibber at (203) 442-7376 for further details.

## THE CHEWONKI FOUNDATION



### CHEWONKI SUMMER PROGRAMS

The Chewonki Foundation of Wiscasset, Maine, has some openings left in its summer wilderness expeditions for 14-18 year olds. Each includes ten participants and two leaders. Dick Thomas suggests the following:

Mariner Expedition. Three week sailing/rowing trip along the coast of Maine in traditional boats, a Mackinaw and a Crotch Island Pinky.

Sea Kayaking Expedition. A three week trip exploring the coast of Maine in Sandpipers and Selkies.

Boat Building/Expedition. A seven week opportunity to build your own 17' North Greenland style wooden kayak, and then paddle it along with nine other builders exploring the Maine coast.

For details contact Dick Thomas, Chewonki Foundation, Wiscasset, ME 04578, (207) 882-7323.

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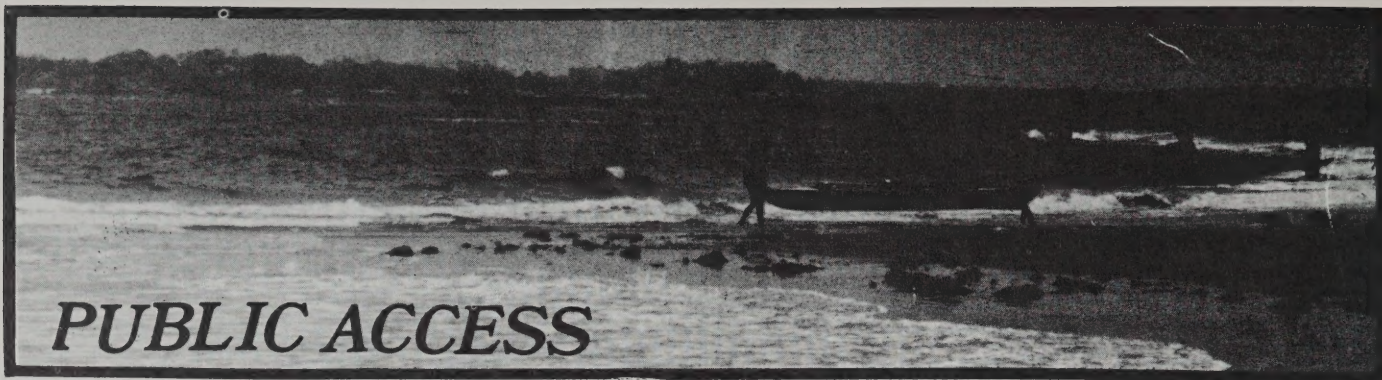
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Boatbuilders contact us about quantity discounts and delivery schedules.





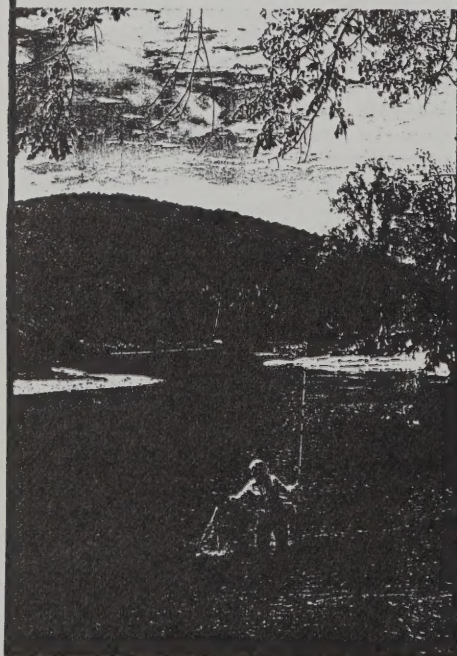
## PUBLIC ACCESS

### LOOK INTO THOSE INLAND WATERS

Rivers, streams, ponds, lakes, they all offer opportunities for messing about in boats. And there are many, many more of them out there than you might think. Only a relative few have gained widespread public awareness. On a brief visit in February to the big sportsman show in Worcester, Massachusetts, I happened upon some handy maps of such inland waters, produced for fishermen. Fishermen want to find all those good spots, and three state maps, New Hampshire, Vermont and Massachusetts were offered to those interested.

## VERMONT

### GUIDE TO FISHING



VERMONT. The state of Vermont had a booth where I picked up their "Vermont Guide to Fishing". On this map, a typical road map format, in addition to a lot of information on the fishing, all rivers and streams accessible to the public are shown along with all ponds and lakes that have public fishing and

boating access. A directory of these areas is included that gives sizes (in cases of ponds and lakes) and map locations. They specifically list good canoeing streams and include brief synopsis of boating rules. If you plan to motorboat these waters, you need to obtain the booklet, "Laws & Regulations Governing the Use & Registration of Motorboats" from the Motorboat Registration Division, Vermont Dept. of Motor Vehicles, Montpelier, VT 05602. For details on canoeing opportunities in Vermont, write to the Recreation Division, Vermont Dept. of Forests, Parks & Recreation, Waterbury, VT 05676. To obtain a copy of the map under discussion here, request it from the Vermont Fish & Wildlife Dept., Information & Education Division, Waterbury, VT 05676.

MASSACHUSETTS. The publisher of NEW ENGLAND OUT-OF-DOORS magazine, a hunting and fishing tabloid, was offering a copy of his "Fishing Map & Guide to Massachusetts" for \$3, with a "New Hampshire Fishing Map" as an add-on for another \$2. More on the latter in a moment. The Massachusetts map shows all streams, ponds and lakes clearly in blue, with only major highways, you'd need to combine a road map with this to locate more remote waters. All the major freshwater ponds are listed with specific local access location named along with boat launching facilities, ramps or carry-in. Stocked trout streams are similarly listed, many of these are too small for boating, but not all. This 1988 map is completely updated in cooperation with the Massachusetts Division of Fisheries & Wildlife. As an addenda, a complete listing of Massachusetts saltwater boat launching ramps is included. In all, over 750 water locations are listed in detail and referenced to the overall map and to U.S. Geological Survey maps. You can order a copy for \$3 from NEW ENGLAND OUT-OF-DOORS, P.O. Box 248, Littleton, MA 01460.

In Massachusetts all streams are public waters to the head of navigation (as far as you can get in your boat without going ashore and trespassing on privately owned shoreline). All ponds over 25 acres

New England  
**Out-of-Doors**  
Magazine's

**\$3.00**

# Fishing Map

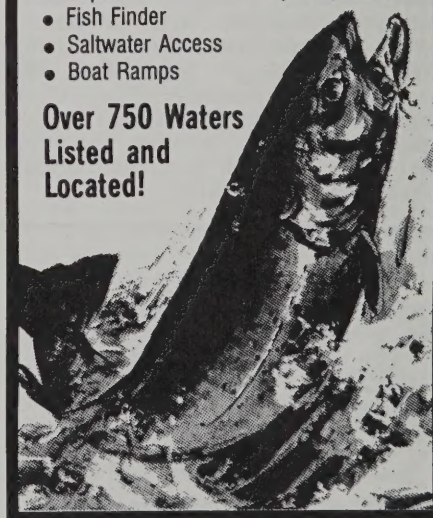
AND  
GUIDE

To Massachusetts

PUBLISHED IN COOPERATION WITH  
THE MASSACHUSETTS DIVISION OF  
FISHERIES & WILDLIFE

- Ponds
- Streams
- Depths
- Fish Finder
- Saltwater Access
- Boat Ramps
- Stocking Sites
- Fish Species
- Top-Map Keys

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Listed and  
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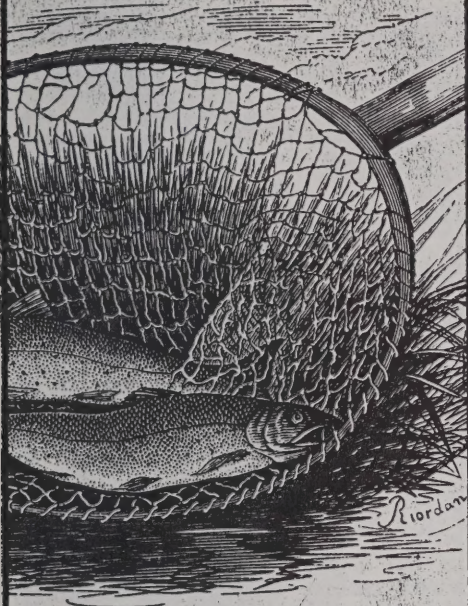
are known as "Great Ponds" and are public waters, although access may not always be obvious due to surrounding privately owned shorelines. You can use the waters freely if you can get to them without trespassing on private property.

NEW HAMPSHIRE. This map is published by the NORTH COUNTRY ANGLER, Main St., North Conway, NH 03860. It has no cover price, so the \$2 being charged at the Worcester show by the NEW ENGLAND OUT-OF-DOORS people may not be correct on direct order. You could ask about it if ordering the Massachusetts map. This is a similar map



# NEW HAMPSHIRE

FOR LAKES, PONDS & RIVERS



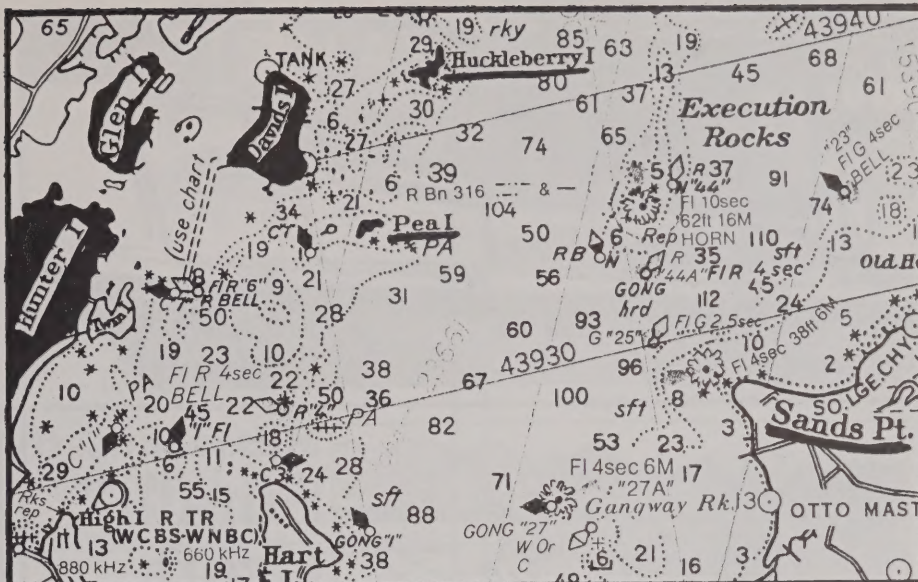
WITH LOCATIONS,  
DEPTHS, ACREAGE AND FISH SPECIES

showing all the ponds, lakes and streams but only major highways and cities. A highway map would be needed for finding your way to a chosen location. The only boat launching sites shown are on major ponds and lakes, presumably these are ramps, although not so identified. Many of the smaller more remote waters are undoubtedly accessible only by cartop carry-in.

## PADDLING WESTERN LONG ISLAND SOUND

Had a nice day paddling on October 22, 1987, me in my inflatable Sea Eagle 380SX and Dave Miller and Pete Jerry in Dave's canoe. We paddled from Glen Island Park, New Rochelle, NY, to David's (not David Miller's!) Island where we explored the overgrown ruins of abandoned Fort Slocum. It's a ghost town now, quiet, rarely visited, eerie.

We then put out to sea and paddled to Huckleberry Island (my favorite). This little wooded isle seems to be an almost abandoned summer colony. When I was there in the spring, it was occupied by various species of nesting birds, Canada geese, mute swans, seagulls, pink birds, black birds, short fat and long tall birds. It was quite raucous. The seagulls



in particular were misbehaving and they might not be invited back next year.

You can park a car in Glen Island Park right by the boat ramp. Follow Shore Rd. north from west of Orchard Beach in City Island, Bronx, NY. In New Rochelle there's a small sign on the right (east) side of the road, diagonally opposite little Eddie Foy Park. Turn right here and cross the bridge and stay to the right. The ramp is just past the ruined castle. During the summer there is a moderate admission fee, but you also need a Westchester resident pass. I'm not sure if they check for this on summer weekdays. In the off-season it's better. No pass, no admission fee and hardly any motorboats.

There's another put-in spot along Shore Rd. south of Glen Island, with free parking. The trouble here is that at low tide the shore becomes an almost impassable quagmire. One could also put in near the west end of the Orchard

Beach parking lot. But Glen Island is the best choice.

There are also other islands in this area. Pea Island is a summer colony. Almost attached to Pea at low tide is a tiny island that looks like a fortress, Columbia Island. It used to be a radio transmission station. I landed there once. Radio transmission papers from the '30's were strewn about the floor. Strange noises from some dark, dank sub-basement scared me off, though, and I retreated to my trusty inflatable kayak.

South of Glen Island is wooded Hunter's Island, attached to Orchard Beach and Pelham Bay Park. Further away east across the Sound, past the lighthouse is Sands Point, LI. All these locations are shown on the New York City and Long Island road maps.

Lawrence Lief, from RECREATIONAL CANOEIST, the newsletter of the Metropolitan Canoe & Kayak Club.

## Sailors - Power Boaters & Canoeists The New & Revised Winnepesaukee Cruising Guide & Lakes Region Canoeing Guide Is Out!

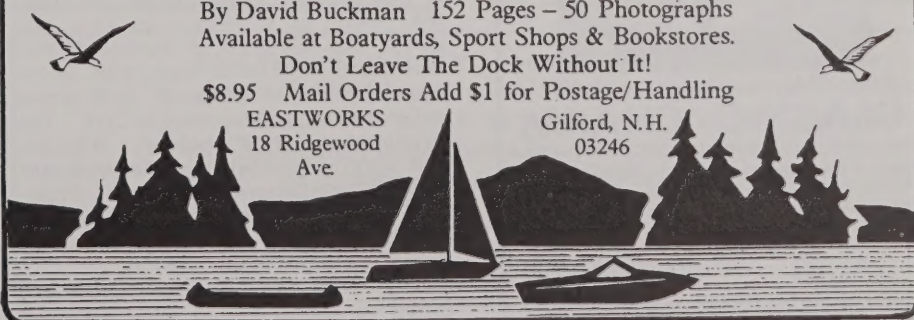
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agency responsible for all environmental enforcement, this includes Inland Fisheries & Wildlife, Coastal Marine Fisheries, Forests & Parks, as well as registering, regulating and enforcing all boating and recreational vehicle use in the Commonwealth. We work closely with the Coast Guard Auxiliary and the U.S. Power Squadron to provide Boating Safety Education courses to the public.

All boats other than documented vessels and recreational vehicles used in the Commonwealth must be registered with the division (the rules state "motor" boats, ED.) There are 110 officers and six registration offices throughout the Commonwealth. If you see another one of our boats, introduce yourself, better yet, arrange to accompany them on a patrol. You will find our officers polite and professional in their role of enforcing boating safety regulations. Over eleven thousand boaters were inspected last summer.

I enclose some of our safety related documents that are available to the public and a copy of new boating regulations put in place last June to create a safe and more enjoyable boating experience for all users of Commonwealth waters. Now that I am aware of your magazine, I will see to it that you are informed of our activities and hope we can mutually be helpful in keeping boaters better informed."

Director McGroary included a handy 32 page pamphlet, 5-1/4"x8-1/4," entitled, "Massachusetts Small Craft Handling". It includes all the basic information relevant to operating small boats on our waters, chiefly focussed on motorboats, but including non-powered craft where appropriate. Within this is a middle section on boating regulations. These are your legal responsibilities as a boater, effective June of 1987. One example applicable to non-power boats that I noted, "anyone in a canoe or kayak between September 15th and May 15 must WEAR a Coast Guard approved PFD (not just HAVE one with them). The pamphlet is an easy read and well worth your having a look over before you hit the water this spring, regardless of how experienced you may be. There could be rules you're not aware of that affect your boating. You can request a free copy from the Division of Law Enforcement, Boating Safety Bureau, 100 Nashua St., Boston, MA 02114, or phone them at (617) 727-3905.

I plan to take up Director McGroary's invitation to accompany one of his patrols to see how they do their job. I thought a day on the busiest summer holiday weekend with good weather here on the north shore ought to provide some interesting insights into the tasks these men face with our vast fleets of recreational boats.

## Massachusetts Small Craft Handling



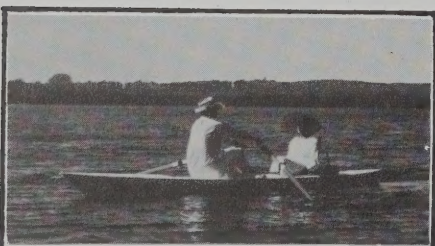
### ABOUT THOSE "ENVIRONMENTAL POLICE"

In the January 1, 1988 issue of BOATS on the "Happenings" pages, I included a photo of a police boat emblazoned with the identification, "Environmental Police" that I'd seen in the fall at a Newburyport, MA, boating meet. I speculated on what these cops were policing. It was the name, not that it was a police boat, that piqued my curiosity. Well, Allan McGroary, Director of the Division of Law Enforcement, Department of Environmental Protection, Commonwealth of Massachusetts, responded to my remarks, and here is his letter:

"I am writing in regard to the picture and comments on page four of Volume 5, Number 16 of your publication, MESSING ABOUT IN BOATS

The Environmental Police boat pictured may be new but the agency it represents is not. It is, in fact, the result of a merger in 1985 between the Division of Marine & Recreational Vehicles and the Division of Law Enforcement, both prior enforcement agencies within the Department of Fisheries, Wildlife and Environmental Law Enforcement under Commissioner Walter E. Bickford. Both agencies had existed separately but with duplicating functions, since the 1960's.

In 1985 the agencies were combined to create one law enforcement



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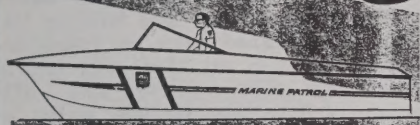
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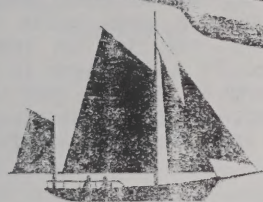
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# SAFE Boating



*in New Hampshire*

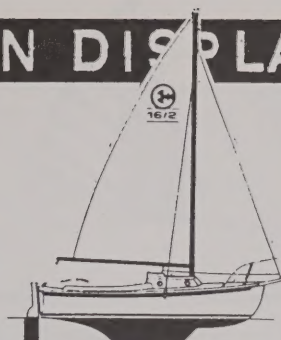


## AND IN NEW HAMPSHIRE

If you plan on boating on inland waters in New Hampshire you might want to obtain that state's current pamphlet covering all you need to know for safe and legal boating on lakes, ponds and rivers. New Hampshire leaves the seashore to Coast Guard regulations. The pamphlet is entitled, "Safe Boating in New Hampshire" and is available for the asking from the New Hampshire Dept. of Safety, Division of Safety Services, Concord, NH 03301, or call them at (603) 293-2037. Again, it's mostly for powerboating, but consider this:

"All sailboats and windsurfers 12' long and over must also have a decal fixed and visible at the back of the boat to show that fees have been paid for their use on inland waters." Another thing to note: "In addition, boats may be liable for a town tax and other fees which must be paid before a boat can be used on inland waters. A non-resident is exempt from the tax if he has a receipt for such taxes paid in another state." So, if New Hampshire boating is in your future, you might want to get this pamphlet for some guidance.

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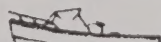
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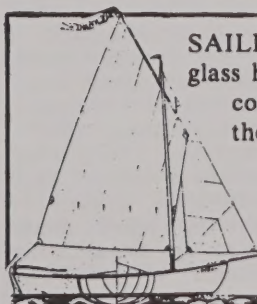
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# ADVENTURES IN A TOWNIE

By Tom



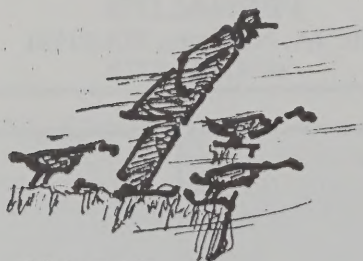
## The Appeal

The Townie and I have reached an understanding. After a lot of thinking and long discussions, we agreed that I need a bigger boat. A boat that will take me farther and longer. "After all, it's the next stage of this affliction," I explained to the boat.



UNDERSTANDING

I'm tired of standing on the shore staring into the blustery winter winds like a half-witted seagull watching the harbor freeze over. Or listening to the weatherman boast, "If you think today's cold, wait for tomorrow, it'll set a record."



WINTER

"It isn't reasonable to stay in this dismal, gloomy climate," I told the boat. "Animals hibernate. Birds migrate. Flowers and insects sensibly drop dead. This is an uninhabitable place in the winter. Everything has fled or died except me."



MIGRATE OR  
DROP DEAD

The sailing season is over at the end of September and it doesn't start until the end of June. Nine months out of the water. The boats were put in early one year. June 1st. That night a storm came up and blew the whole fleet out to sea. Luckily, some were recovered. Otherwise the Town Class would have been lost in Nahant.



GOING TO SEA

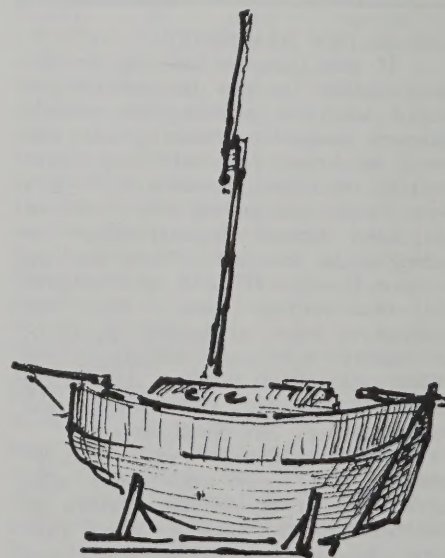
The Townie is fine for racing and gunkholing. But I've had my fill of racing around triangles with a leaky boat and ancient sails, searching for a crew every weekend and trying to remember the rules and the things I do wrong so I won't repeat them.

The boat, of course, had a few choice things to say about me. "That's all you want to do is sail with a minimum of repairing, probably because you don't know what end of the nail to hit. You're too cheap to buy a decent set of sails. You've got three sets and if you put them all up together they wouldn't stop the wind. You're not rational when you sail, but in a continual state of hyper exaltation. Wild-eyed and jumping all around. You don't pay attention to essentials and forget everything you're supposed to remember. The ocean bottom is littered with unfortunates who never made mistakes, while you float around like an aborigine doing nothing right. There's a whole maritime heritage that you ignore. How many times have you changed my name? Don't you know it's bad luck to change the name of a boat? Now I'm called DAMN FOOLE! You want a bigger boat? Why? To make bigger mistakes. You're a menace to shipping now!"

And I replied, "I've had enough of a cantankerous old Yankee boat. Overcritical, uncomfortable, bossy, falling apart faster than I can fix you up. Considering it a minor miracle if you float when you're launched. And wonder-

ing whether I'll make it to shore when white caps appear. Both my arms are longer than they should be from pulling on your mainsheet and fighting your weather helm. You've kept me wet and bailing 'til I've degenerated into an imbecile. But aside from all that, I'll try to give you to someone who will promptly put you in the water at the beginning of the season, occasionally sail you out to the islands and keep you reasonably active in the fleet. Explaining, of course, that you're not a great competitive boat, but a lot of fun if not taken seriously."

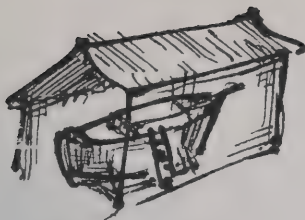
Now, to get to this next boat...I'd like a kind, knowledgeable boat. A safe, solid boat. A boat that has time on it's hands and doesn't care where it goes or how long it takes to get there. A fat contented boat that doesn't care where it is so long as it's afloat.



FAT CONTENTED  
BOAT

I've got a feeling that boat has been sitting in a yard neglected, summer after summer. A boat that still has spirit and that only dreads rotting on its cradle. A character boat, not a classic. Full keel, 24 or 26 feet long. Maybe double-ended. Maybe gaff rigged. Cutter or sloop, with a big cabin and a small cockpit. If I could find that boat and spend the rest of the





## MESSIN' ABOUT

winter messin' about with it 'til spring, I could outfit it and take some short shakedown cruises through the summer, then head south in the fall. No plans, just



## SOUTH

sail. No limit on time or distance. No more winters. I could write stories about it. You know, I've never anchored in a harbor where I didn't feel like an intruder. Perhaps a harbor is just a temporary refuge for a boat, but we could look for that elusive harbor we could feel comfortable in.



## YARDS

I've been searching backyards, boatyards, magazines and newspapers. It's a good time to buy, I'm told. Nothing's moving. Houses, boats, cars. No one's buying. Dollar's dropping. Stock market's scared. I don't care! It's like telling me it's a good time to get sicker. I need that boat. If you have that boat or know where it is, I'd be appreciative if you'd let me know where it is. You'll be in the next story!

ED. NOTE: You can address your letters to Tom, c/o Boats, 29 Burley St., Wenham, MA 01984, I'll get it to him.



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# PROJECTS



## FRED LITTLETON'S RETIREMENT BOATS

Fred Littleton is a retired Philadelphia lawyer who has lived for the past five years in Chilmark on Martha's Vineyard, where he's the harbormaster and shellfish constable and builds some wooden boats operating as Fred's Boat Shop. Fred's built some interesting boats, as he tells it:

"I have been in love with wooden boats, (rowing or sailing) all my 63 years, and spent years designing boats for fun. In 1970 I began building some of them, the first a 12' Baltimore Clipper brig, a hard chined displacement hull of my own design. I had dreamed as a

youth of sailing in a square rigger and thought I'd like to own a brig. So now I do. She sails beautifully.

When I retired five years ago I designed a 12-1/2' modified dory skiff and have since built and sold three, with two more on order for 1989 delivery. I use my own as my harbormaster boat, she rows well and is very seakindly. Presently I am building a 16' replica of the schooner EFFIE M. MORRISSEY (now ERNESTINA), a schooner on which I sailed in 1940 with arctic explorer Bob Bartlett, reaching 80 degrees N. latitude. When this and those two skiffs on order are com-

pleted, I will undertake another 16' replica of the ALICE S. WENTWORTH. If it proves successful, I plan to sell it rigged as schooner, brigantine or brig.

The rest of my present fleet is headed by my 20' George Stadel designed gaff-rigged sloop built by Roy Blaney in 1965. I've sailed her to the lower Chesapeake, she's a nice boat. There's also an old 10' cat and a Sailfish I built from a kit back in 1956 for my kids."

A busy retirement schedule. Anyone wishing to correspond with Fred about his work can reach him at Box 224, Chilmark, MA 02535, phone is (617) 645-2220.



## SANDWICHING THEM IN

H.F. Wheeler of Sebring, Florida, got interested in building boats in between jobs at his small engine repair business:

"A line to let you know I enjoy BOATS and it got me involved to the extent that I bought Payson's plans for BOBCAT and DIABLO. DIABLO has just been launched, and here's a photo taken just prior to that occasion. I started on it the first week in December and sandwiched the building in between jobs at my shop. It was my first try at anything like this, and I must admit to some errors, but had fun. Building cost came to about \$450. My engine repair business is picking up now so I'll probably not get to BOBCAT until next fall."



#### DAVE DUPEE'S RETIREMENT BOATS

A year or so ago we did a story on Dave Dupee's 1/4 scale Strawberry Banke dories, in which we told how Dave, after working as a volunteer in the Strawberry Banke Boatshop at the Portsmouth, NH, museum, decided to build himself a classic dory. First he decided to build a 1/4 scale version to master the building details. Well, the full-size boat has yet to be built, and Dave is on #35 of the 1/4 scale boats right now. In February he was an "attraction" at the Worcester, MA, Sportsman Show ("attractions are invited to participate, "exhibitors" rent booth space). Dave says his working exhibit attracts much interest, and I visited with him for a couple of hours to observe how the fishing crowd finds the building of a miniature classic wooden dory of interest.

Dave sells his boats for about \$350 and has a steady stream of orders, enough to keep him as busy as he wants to be at his retirement "business". So what do people do with 1/4 scale lapstrake dories? Decor mostly, on an antique shop sign, in a restaurant lobby, but most often at home on the wall or in the bay window. Two of Dave's boats went to persons who had bay windows built into their homes specifically as stages for Dave's dories. Dave's at Bow Lake, Box 101, Strafford, NH 03884 if you'd like to know more.



Right from the top: Dave Dupee at work on his 1/4 scale dory at the Worcester, MA, Sportsman Show attracted constant interest. Look at those giant planes! And clamps! One owner's solution to displaying the finished Dupee dory was to build this bay window for it to adorn.

---

#### HE LOVED THE GYPSY COVER

Eric Tarini of Somerville, Massachusetts, got motivated by the cover photo of a Bolger/Payson Gypsy on a North Carolina lake in January on our January 1st cover:

"I loved your recent cover with Bolger's Gypsy on a North Carolina lake. I obtained plans for Bolger's Beach Cruiser (15'6"x4'2", cat yawl rigged like Micro) a year ago. It's now called JINNI (pronounced 'genie') and available from Elrow LaRowe. The Gypsy cover inspired me to drag out these plans and start thinking about building her."





## LOVE THAT LIGHTNING

Reader Hugh Harrison of Indianapolis, Indiana, wrote in a by-gone issue of his hopes for restoring an old Lightning saved from the city dump. He received much support from readers in response to his request for some advice and guidance. He's still trying to get at it, and his story is not unfamiliar to those who undertake such restoration projects on a shoestring budget.

"Progress on the Lightning restoration...well, unfortunately projects sometimes go slowly; sometimes due to lack of funds; sometimes due to circumstances beyond one's control. My Lightning project got hit by both. First, major repairs to the trailer (a big surprise) hit me. Then, getting started on the boat had to wait for my son to finish his restoration project (a vintage Ford Mustang) and move it out of the garage, making room for my Lightning (guess it runs in the family). The agreed upon schedule was November 1st for my son's project so I could begin on mine during the slow winter months. Well, my son's project's still there in early February.

The boat and trailer are up on concrete blocks with suitable A-frames, ridgepole and large tarp installed with 'flow-through' ventilation. My son assisted me in this winter sheltering.

All was not lost, though. I did write to the instructor of the Runabout Restoration Class at last summer's Wooden Boat School to obtain the names of the two types of sealant he used on many of his projects. One was white, the other purple (my #3 daughter went for the purple on color alone). The white turned out to be 3M's Marine Sealant S200. It dries hard, seals well and is stronger than the wood. Supposedly the wood will fracture away before the sealant joint will open. Therefore, recommended use is limited to areas not likely to need repair or replacement soon. All the excess must be wiped away

and cleaned up as you proceed, before it hardens. There's time, and otherwise a real problem not needed would develop. I was able to find only one tube of this in Indianapolis, some marine dealers had never heard of it. I thought that bit strange.

The purple sealant is Boat Life. It was being used at the school on an old, old, old green one-lunger inboard motor launch, a classic beauty. The hull was lapstrake construction, the Boat Life was being used in the seams of two strakes being replaced. It is flexible, seals well, adheres well and it is possible to remove carefully without damaging good wood, if repairs or wood replacement is necessary later on (guess my daughter has good judgement on sealant after all). I'll probably order some of this for spring as I work on the bottom planking and skeg.

The Lightning has ALMOST been worked on...I have examined it over and over again, and I've decided what I will do with each problem area. My first decision was to not accept the advice in the letters suggesting that I junk or burn the boat because it was so far gone (where's the challenge and adventure in that?). According to the arguments supporting this action, it would cost less money to buy a sound old wooden boat. Then the time I would have spent rebuilding could have been spent sailing. No doubt correct, but I have decided not to follow that course as I don't have the lump sum of money to buy another old wooden boat, and besides, you gotta have a hobby! Most advice I received in other letters I will be adopting. I've also been reading various books collected over the years with much help from Columbia Trading Company in New York.

I like my old boat; I like that it IS old. It has a personality that pleases me and I think she would like to be restored. I've already grown attached to her. And I can't beat the price. I know it's going to be a labor intensive project, but I

like the idea of trying to restore it to 1944 condition. I've never done anything like that before.

Anyway, here's the plan of attack. For the first phase I adopted a recommendation from Dennis Davis, who was an instructor at Wooden Boat School last summer. He read about my project in a copy of BOATS at the school and was surprised to find me sitting right there across the room. Dennis was over from Scotland to teach building his beautiful DK kayaks. His design is ingenious and simple, with curves, no slab sides or chines. Most of his students completed their boats in the week, some got into the water by Saturday for shakedown cruises. Dennis is a superb craftsman. And he and his wife are delightful people to boot.

Well, he recommended that I start with the bottom first by removing all the paint down to bare wood. He suggested a propane or electric paint remover, apparently they take much of the drudgery out of the work. Sounds good to me. I'll also use his solution for my problem-ridden deck. From inside, the bottom looks good and seems solid when I poke around and plunk it for softness. Much depends on whether this Lightning was built with single or double planking. It seems that Lightning builders changed to double planking about the time mine was built. The two prior owners go back to the mid-'50's but neither knew much about the boat's history. So first I have to discover if I have any problems with the bottom. I know I'll have to replace the skeg.

I will use the bronze fittings as far as I can. Economics, mostly, but used ones might match up with the few that came in the bucket of miscellaneous stuff, along with those on the mast and boom. I'll need gudgeons and pintles, and I'll have to build a rudder. She is not going to be a museum piece so I won't need new bronze fittings. I plan to advertise for these in the Lightning Class newsletter. What I don't come up with used I'll have to buy new.

I might build a cuddy cabin on it as one Lightning owner did, constructed from information in articles by David Buckman of New Hampshire. It was a neat arrangement and very helpful.

Bob Barker of South Cove Boat Shop in Montague, Massachusetts, sent me an old set of cotton sails he once used, with a note of encouragement. He commented that he'd never raced his Lightning but that it was a FUN boat to sail. Cotton sails fit in with how I remember sails looked years ago...how beautiful they were as the sun reached towards the horizon, narrow panels separated by prominent seams and with the sun



behind them shining through a golden, warm yellow. What a beautiful scene, azure summer skies, the slap-slap-slap of the bow waves, an occasional flutter of the mainsail luff. Man, that's living! Yes, you might say that I love sailing a Lightning.

So now I have my task before me. Most of my confusion has been allayed, thanks to the letters from readers of BOATS. It'll take a lot of effort and make-do I'm sure, but I'm anxious to start, even if it means working out-of-doors.

Sailing, when the time finally comes, will probably be limited to the local reservoir, but who knows, I might get to do some weekendng on Lake Michigan. I would like to try it even if I am 60+. But, locally, during summer months, our early mornings and evenings bring light steady winds, very delightful. Most of the powerboats are off the water during those times. The reservoir used to be a wildlife sanctuary in the '60's, now it's surrounded by expensive homes, a pity. Still a few wooded places remain where some local wildlife may yet be revealed."

#### SMALL BOAT PROJECT LINEUP

Dale Gardner of Mt. Airy, MD, got the boatbuilding bug in 1986 and here's how it went, (and is still going):

"In 1986 I got the boatbuilding bug and built a beautiful cedar woodstripper canoe (hard to avoid the word 'beautiful' when describing this boat). The plans were obtained from CANOE magazine and I read several books on woodstrip construction, settling on CANOE-CRAFT by Ted Moores and Marilyn Mohr as my boatbuilding bible. The boat was constructed of 1/4"x3/4" strips of western red cedar covered with 6 oz. glass cloth and West System (tm) epoxy inside and out. Laminated ash inner and outer stems, hand-caned ash seats, ash thwarts and yoke, cherry gunwales and mahogany decks complete the trim. The overall length is 18'3" and total weight is 71 pounds. It draws compliments wherever we go.

As a result of this undertaking I attended the Wooden Boat Show in Newport that August and again in 1987, where I ran across MESSING ABOUT IN BOATS. I have found the advertising helpful in

locating plans, books, hardware and odds and ends. I have been accumulating books and plans for various small boats. I would like to build another stripper, this one a 14-1/2' solo canoe. The building form for this is currently under construction. I also plan on building one of Platt Monfort's geodesic aerolite canoes, a Bolger/Payson Gloucester light dory and a glued-lap plywood canoe or skiff, a la' Tom Hill (I bought his book as soon as I saw it advertised in BOATS). I'm going to try to keep some sort of journal on these future building efforts.

As crew and occasional skipper on many sailboats in Chesapeake Bay over the past six years, I've sailed the length of the Bay and some of its many rivers. I watched the building of the ill-fated PRIDE OF BALTIMORE, the MARYLAND LADY and the still-under-construction PRIDE OF BALTIMORE II. I am glad you visited our area last fall and hope you will include Bay activity coverage in future issues."

#### THOUGHTS ON THE CRAB SKIFF

Jeff Hull of Corpus Christi, TX, is a doctor with an avid boatbuilding hobby. So avid that he has published a private little newsletter, "The Instant Boatbuilder", which he initially sent free to interested persons pursuing the Bolger/LaRowe/Payson mystique. In issue #1 Jeff comments on building the Bolger 15'6" crab skiff, "Surf" as follows:

"CANDY-O, a Bolger "Surf" design, was my first instant boat, in fact my first ever boat. I already owned an unnamed "Widgeon", a heavy, tippy and thoroughly unhandy fiberglass sloop-rigged 12' daysailer. It liked to have two people to sail it decently, what with tending jib and all. I flipped her once in the bay and lost the rudder when the retainer failed. A replacement part from O'Day was quoted to me at \$300! So I made one of wood and the seed of boatbuilding was planted.

I built CANDY-O in about three months of sporadic work, sporadic because of my job demands. She cost about \$500 all told, with a sail from Payson. I could have cut this by maybe \$75 if I had been really scrimping and scrounging. With white decks and sail and a Jamaica red hull, she has been a little head-turner from day one. At 150 pounds she launches single-handedly off the trailer with ease without the trailer even getting wet, and I have car topped her as well. It takes about five minutes to launch her and sail away.

The leeboard works great and never needs tending. The boat

#### "SURF"

sails with the Sunfish in speed, needs almost no wind to make headway, and points up nicely. She holds a couple of adults and several kids with no effort and without cramping. She's never come CLOSE to tipping over. Sailing her is unalloyed joy, easy, relaxed sailing with a nice side order of headturning from boats passing by. She gets my almost unqualified endorsement for an ideal first project. Indeed, if I didn't have four sons and a lot of shallow water to explore, I'd be a lot more hesitant to build another boat. The sprit rig, besides using the world's neatest nautical term (the "snotter"), is so easy to sail it's laughable. This is a fine boat to begin with when you DON'T plan on immediately jumping to another boat as soon as you can sail.

My only reservations about her extend to all the instant designs that use dagger-type, non-pivoting leeboards, and non-kickup type rudders. When you hit bottom unexpectedly, you do some damage. As she's designed, the "Surf" needs three feet or so of water to avoid this possibility. Pivoted rudder and leeboard would make it ideal for the real shallows. The advantages of the leeboard over a centerboard are otherwise so overwhelming, that when I get tired of repairing my daggerboard type, I'm going to try a kickup version. I would very much like to hear from anyone who has tried this. Perhaps Phil Bolger had considered this and rejected it for good reasons. I'm curious.

A building suggestion I've come up with is to do away with the foam filling of the bow and stern compartments. The foam is expensive, it cost me about \$30, 10% of the entire hull cost, and was time consuming to fit it into the compartments. I assumed it was to permit air circulation in the compartments to avoid dry rot, otherwise you'd just seal off the compartments and say the heck with it. But, I thought, why not use transom drain plugs where the limber holes are located to allow ventilation, installing the plugs while on the water to preserve the buoyancy. Four plugs (two per bulkhead) would run less than \$15 and install in a wink in the limber hole locations. Maybe more deck support would be needed with no foam under? Come to think of it, why worry at all about rot, just seal it all up and if the deck goes in five years, who cares?

I can hear seamanly teeth grinding at this notion, but I'm talking about a "first boat", not a craft for the ages. And if you want it to last forever, store it in the garage or under good cover."

The INSTANT BOATBUILDER is now going to be available for a \$5 subscription fee which Jeff promises will get you five issues. He's at 5514 Wooldridge Rd., Corpus Christi, TX 78413. It is assumed that like-minded souls will be driven by guilt and shame to provide written accounts of their triumphs and tragedies without emolument, thus ensuring an eventual place in plywood hackers' Valhalla.



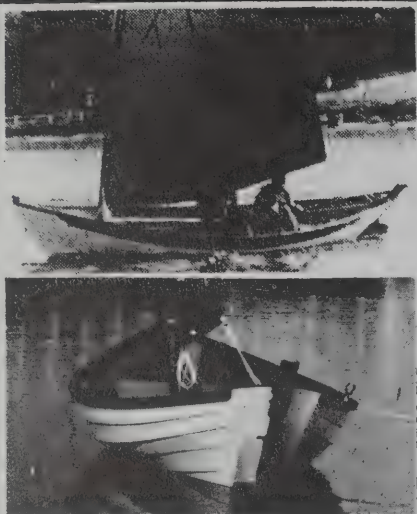








# CAPE COD FROSTY class association news



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**Definitive Cruising Guides to Maine** and far-away places. Other boating books. Request flyer. Wescott Cove Publishing Co., Box 130, Stamford, CT 06904. (203) 322-0998.

The Cape Cod Frosty fleet has sailed on through this winter at various locales on the Cape, and the February issue of their newsletter arrived with tales of such derring do worth passing on to all of us who do not challenge winter in tiny 6' long sailing dinghies. Herewith a selection from the Cape Cod Frosty Class Association newsletter:

## FROSTY CLASS MEMBERSHIP

Membership in the Cape Cod Frosty Class costs just \$6 annually and includes the class newsletter. Details and application from The Cape Cod Frosty Class Association, P.O. Box 599, Harwich, MA 02645.

## FLEET #1 CALENDAR

Frosties race on into late spring, with the Nationals scheduled for April 30-May 1. Other dates before then are as follows:

March 6, 13, 20 at Wychmere Harbor in Harwich, MA.

April 10 & 17 at the Dockside Restaurant on the harbor in Hyannis, MA.

April 24 at a location in Falmouth to be announced.

## ODE TO A FROSTY

By Stil Silversunk

Standing is stupid,  
Sitting's a bore,  
Kneeling is painful,  
Hiking's a chore.

Tacking's ridiculous,  
Crouching's a curse,  
Running's a horror,  
Jibing is worse.

Frosties are torture,  
Sailed by the insane,  
Guess I'll go home and  
Watch TV again!

## HANGOVER BOWL...YOU LOVED IT!

Do you take some secret pleasure from overhearing your friends use words like "weird" and "warped" when talking about you behind your back? Do you feel that a cross country drive in the back seat of a sports car would be rather comfortable? Do you believe that taking cold showers in winter builds character? Are you just plain nuts? If your answer to any of the above is in the affirmative, you and a Cape Cod Frosty may just be a match made in heaven.

Most of you probably dismiss your Sunday racing as not all that much of a physical hardship. Sure the boats are small and wet, and the weather is cold sometime, but for the most part the combination of protected waters and good clothing

adds up to relative comfort. Hey, no big deal! After all, between the Scallop Cup in October and the Hangover Bowl in January, over fifty people raced at least part of the Cape Cod fleet schedule of nine regattas.

Well, you might have been able to convince the world that you were just regular, mainstream sort of sailors had it not been for the Hangover Bowl. No, I saw you. You not only went out and raced in 20 degree weather; moved the site at the last minute from an iced-in Round Cove to the Head of the Bay beach; built a makeshift on-the-spot pier from a trailer and a bunch of planks that would have made the Seabees proud; launched eighteen Frosties across the beach and off this pier; marshalled a first-rate racing committee and two fully-manned icebreakers, and completed five races through water that made the Northwest Passage look like child's play, but YOU LOVED IT!

Well, why not. There can be a lot of satisfaction in having pulled together and pulled it off. That was clearly a group of sailors that wanted to race and found a way. We've had much nicer weather and easier conditions, but I'm not sure there has ever been a better demonstration of the good spirit and feeling that is such a major ingredient in this fleet. The keen competition notwithstanding, I think it is the fleet's attitude of making sure that Frosty racing is fun that sets it apart. That and not being smart enough to stay inside out of the cold on Sunday afternoons.

Timothy O'Keeffe

## LIKE FLIES TRAPPED IN AMBER

On January 9th, thirteen members of the Cahoon family took to the waters of Horseleech Pond in Truro to compete for the Slocum Cahoon Memorial Cup, perhaps the most coveted trophy in all Frosty racing. This year's Cahoon Family Regatta was sailed under extremely trying conditions. Air temperature and a brisk northwester combined to produce a wind chill of -31 degrees.

All went well on the initial legs of the Olympic course in the first race. The usual Cahoon blend of fierce competition and high-spirited good fun was much in evidence. Satchmo Cahoon quickly discovered, and removed, the Turkish towel that some sly cousin had tacked to the bottom of his Frosty. Several Cahoons were seen doing their circles after the head-on collisions that are normal features of this event.

But on the downwind leg, the



trouble began. With Olympic hopeful Lynn Cahoon in the lead and T. Francis Cahoon two boat lengths behind in second, the sun went behind a cloud and the peppy breeze abruptly dropped. Almost instantaneously, the chilly waters of Horseleech Pond congealed, trapping the Cahoons like flies in amber. As T.S. Cahoon later put it, it was like the scene on Keat's Grecian urn with it's "marble men and maidens frozen forever in mad pursuit!"

Quick work by the crash boats saved the day as they broke channels from the dock to the ice-bound Frosties and rounded up the disappointed Cahoons. But everyone is looking forward to next year when the Cahoons will go at it again. Everyone, that is, except sixty-eight year old Boom-Boom Cahoon, who moved to Florida. "Enough is too much," says Boom-Boom.

#### SAILING LIGHT IN THE HEAVIES

Hooray for the Cape Cod Frosty! Finally there's a racing dinghy that doesn't overpower lightweight sailors in heavy weather. And not only can we lightweights stay in control, we can also keep right up with the heavyweights, even in the stiffest breezes.

The key to handling the Frosty in heavy weather is to have an effective hiking method, one that allows you to get up on the gunwale for maximum hiking leverage (remember, she's talking about a 6' long by 30" wide sailing dinghy! ED.).

In strong steady wind, sailing while sitting on the gunwale is fairly simple and comes pretty naturally once you screw up enough courage to get up there. The main barrier to overcome if you have never done this before is purely psychological. Once you realize you aren't going to flip the minute you get your derriere more than eight inches up off the bottom of the boat, that barrier will disappear. Strong puffy winds, however, are another matter. To keep the boat on an even keel through sudden increases and decreases in wind speed, you must be able to shift a substantial amount of your weight very quickly. At first this means avoiding a swamping or capsizing either to leeward or to windward, but ultimately it means keeping the boat level for maximum speed. Again, the first step is getting over your gut feeling that you can't stand, or even approach standing, in a Frosty. You can!

Try the following: While facing forward in the boat, carefully get up onto your feet in a squatting position (weight still low) and then move your feet outboard (left to port, right to starboard) until the sides of your feet are hard up

against the chines of the boat. Now stand up slowly. Keep your legs slightly flexed and adjust your weight distribution to control the heel of the boat by bending one knee or the other, NOT by leaning your body over. DO NOT MOVE your feet or lift either one of them off the bottom of the boat.

To tack, squat back down and lean over while the boom swings. It may brush your back, but don't worry about it. Stand up again when the tack is complete. Leave your feet where they were during the whole maneuver.

To shift your weight fore and aft, slide one foot forward or backward a few inches, keeping it hard up against the chine; then do the same with the other. A few quick shuffles of this kind will move you as far as necessary. Do NOT pick up your feet in an attempt to walk in the boat.

If the mere thought of sailing standing up still horrifies you, try it for the first time in light wind on a beam to close reach and build up your courage from there.

Now comes the gunwale sitting part. Go out on a windy day, do your stand up sailing and then from this position, bend your windward knee and lower yourself onto the windward side deck. Voila! There you are. Keep your leeward foot in its original position pointing forward and hard against the chine. This will feel a bit awkward at first, but stick with it; if you don't, and you turn your foot so that your toe is just touching the chine, you won't be able to shift your weight to leeward quickly enough to avert disaster when a puff suddenly lets up. Your windward foot can be turned to a more comfortable position, but keep your heel hard up against the chine. Tack just as you did to sail standing, and use the foot shuffle to slide yourself fore and aft.

As you probably guessed, the wide spread foot positioning is the key to this whole thing. With it you have the ability to shift your weight instantly to either port or starboard a little or a lot, and also to move quickly down into the boat or back up onto the rail as conditions dictate.

You will undoubtedly find that all this leg flexing results in very sore thigh muscles, especially at first, but think of how toned up these muscles will become.

Gunwale hiking, like any other new skill, will take a little time and practice to do well, but once you get the hang of the basic technique, you will never again consider staying on the dock on a blustery day. You may even find yourself whistling!

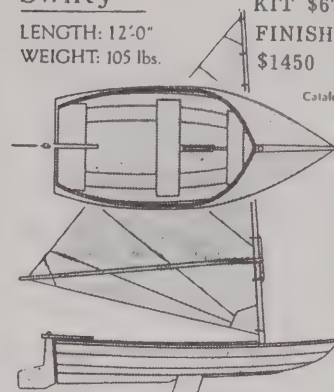
Jennifer Kano

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*SUCCESSFUL FISHING  
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The next morning, when I came out of the little cabin of the sloop, the sky was gray with the faint light of dawn, and a few of the largest stars were yet visible. The air was fresh and fragrant, and the water of the bay looked singularly cool and clear, as it swayed and eddied with the rushing of the tide. The distant isles seemed shadowy and spectral in the morning mist, and from the groves on the Point came the twitter of land-birds, occasionally breaking into song; while overhead a couple of large sea-birds were slowly wheeling in eccentric orbit, as they scanned the depths in search of prey.

Presently the old Pilot came on deck, and, as he filled and lighted his pipe, he scrutinized the sky, and said we should have a hot day. He then began his preparations for breakfast, and, after calling my comrades to come on deck and see the sun rise, I fished from the side of our vessel, and soon caught flounders and cod sufficient for our morning meal. After breakfast, we went ashore for a farewell look at Harpswell Point and its romantic groves of pine and cedar, and its stately oaks and maples. On returning to the sloop, we made sail, and were soon gliding slowly onward with a gentle breeze that scarcely ruffled the water. At the end of an hour, the breeze, faint as it was, grew fainter still, and we came to anchor in a channel, where we had in every direction charming views through long and liquid vistas edged with green islands. It was also, the Skipper said, a famous place for fish.

We got out our lines and had good luck, catching cod and haddock in abundance, and also, in lesser quantity, whiting and hake. The whiting were small, none of them more than a foot in length. They were the genuine whiting, a handsome fish, elegantly formed, the head and upper part of the body of a lead color, and the sides and belly white. When perfectly fresh it is very sweet and palatable, but its softness will not admit of its being kept long. It prefers a sandy bottom, and generally swims in schools a few miles from the shore.

The hake is much larger than the whiting, and varies in size from three pounds to thirty. One of those that we captured weighed twelve pounds, and was upward of three feet in length. The upper part of the fish is of a grayish brown; the lower part is somewhat lighter. They are caught with the hook on



## CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from  
Provincetown to Bar Harbor in the  
summer of 1858, newly abridged and  
illustrated for readers of  
a later generation

muddy bottoms, and bite best at night. Sometimes a single fisherman, after spending the night in "haking," as they call it, will come home in the morning with a boat-load exceeding a ton in weight.

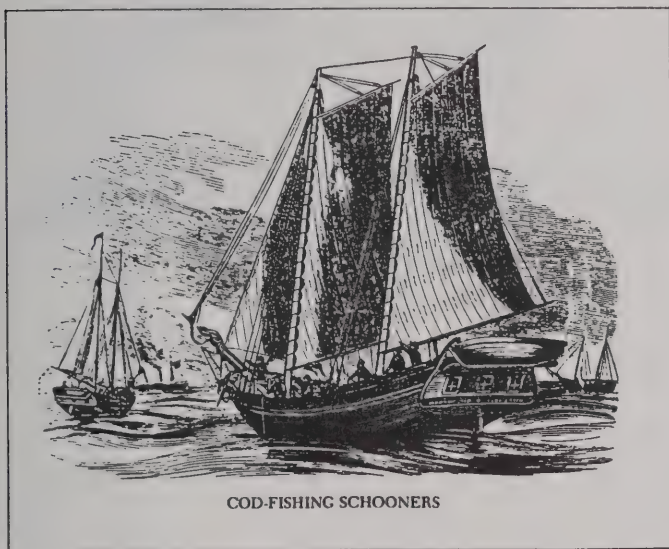
The cod is so well known that any description of it will seem superfluous, and yet there must be millions of persons in the United States to whom the fish is an utter stranger, except in its dried and salted condition. For such readers, I will say that it has a long, smooth, and well-shaped body; the back is of a light olive-green color, with numerous reddish or yellowish spots; the belly is dusky white. The general run of cod are about two feet in length, and weigh three or four pounds, though the fish sometimes grows to great size. Immense quantities are caught on the coasts of Norway and Greenland, but the great cod-fishing ground of the world is the banks of Newfoundland. They seek their food near the bottom, and are therefore always taken with lines, and not with nets. They will bite at almost any bait, but our fishermen generally tempt them with clams.

The cod-fishery of the United States employs two thousand vessels, and about ten thousand men,



and is carried on almost exclusively from New England. The vessels generally used are schooners of about eighty tons burden. About thirty millions of fish are annually taken, and their value, when dried and salted, is \$2,000,000. The French cod-fishery at Newfoundland is as productive as the American, and employs about as many men, but the vessels used are generally three times as large, and consequently fewer in number.

Our fishing was at length interrupted by a circumstance in itself indicative of success: we had used up all our bait. The Pilot, seizing a spade and bucket, jumped into the dory, into which I followed him, and rowed to the nearest island. We walked across a cornfield to the other side, where a broad, muddy shore spread its blackness before us. There were no traces to my eyes of clams — and, in fact, nothing was visible but black mud, mixed with sand enough to make it sufficiently firm to bear our footsteps. But the Pilot at a glance selected a spot where, on digging, we disclosed a bed of happy mollusks — “Happy as a clam” being a proverb on the coast.



COD-FISHING SCHOONERS

While he was filling the bucket I climbed over a huge rock that bounded on one side the cove of the clams, and found beyond it a beautiful gravel beach, where I was soon busily engaged in picking up shells of a brilliant yellow color. By the time I had filled my hat with these, the Pilot had obtained sufficient bait, and we returned to the sloop, where the fishing was resumed with such luck that by dinner time we had captured more than a hundred fish of a large size.

We now thought it time to stop. The Pilot overhauled our pile, and as he handled each fish in its turn, he put some aside on the deck for preservation, and others he threw overboard. Notwithstanding this sifting out, enough remained to more than supply

our wants for several days. The Skipper said that after dinner he would salt them in case we caught nothing on the morrow.

A brilliant idea suddenly struck the Assyrian as he was wiping his face after washing it, on the top of the cabin.

“I say,” he exclaimed, looking round with a countenance glowing partly with the rubbing he had given it, and partly with delight at the new idea, “let us have a chowder.”

It was an inspiration. “A chowder,” we echoed; “why didn’t we think of it before?”

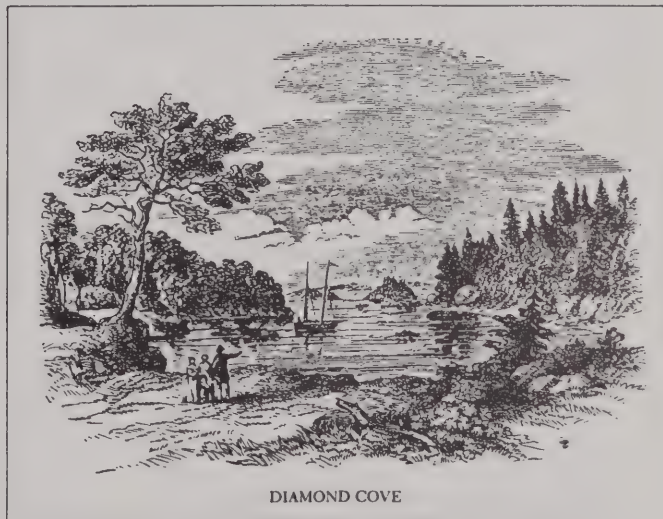
“Captain,” said the Professor to the Pilot, “can you make a chowder?”

The old man had just lighted the chips in his furnace, and was down on his knees blowing them into a flame. He looked up, with a strong degree of scorn on his honest face.

“Can I make a chowder?” he repeated. “Well, I should think I could; I’ve made more’n forty thousand.”

The Professor remarked that that large figure must be only a figure of speech, for to make forty thousand chowders in sixty years would require an average of two a day.

“Well, well,” said the old man, “I didn’t mean forty thousand exactly. I never kept count on ’em; but I’ve made a great many — and if you like, I’ll give you as good a one as Daniel Webster himself ever turned out.”



DIAMOND COVE

He went to work, and as we had salt pork, potatoes, and onions on board, and plenty of “hard tack,” or crackers, in less than an hour we were sitting in front of as fine a chowder as one could wish to eat. Our morning sport had given us good appetites, and the chowder rapidly vanished, much to the delight of the Pilot, who was not a little proud of his culinary skill. We had lighted our cigars, and the Assyrian was brewing a mighty pitcher of what



he persisted in calling lemonade, especially since we had got within the bounds of the State of Maine, when suddenly we heard a shout.


"Sloop ahoy!" We went on deck. A yacht, crowded with ladies and gentlemen, was lying within hailing distance. "Have you got any fish?"

"Plenty. Do you want some?"

They answered with a joyful shout, and four of the gentlemen were soon on board. One of them proved to be an acquaintance of ours from Portland. They had set out on an excursion to Diamond Cove, and had been fishing all the morning, with scant luck. We gave them fish enough, and the Assyrian invited them into the cabin to partake of his favorite

liquor, which he was fond of recommending as a wholesome beverage nowhere condemned in Scripture, and not contraband to Maine law, so long as you called it lemonade. He gravely corrected one of the strangers who spoke of it as punch.

Learning that the yacht had nothing to drink on board but ale, the Assyrian insisted on sending to them a pailful of his lemonade, with the compliments of the Helen. The Skipper in our dory accordingly accompanied the strangers back to their vessel, bearing with him the steaming oblation, together with a dozen of our best fish. They received the present with a cheer, and making sail for Diamond Cove, were soon out of sight among the islands.



***NORDVINDEN***

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NORD VINDEN ("North Wind" in Swedish) is the latest addition to my product line. It was inspired by the canoe yawl ETHEL in John Leather's book "Sail & Oar". Construction is glued lap plywood lapstrake, 6.5mm Sapele planking, 5mm Okoume decking. Deck beams and framing are ash. Cockpit coaming and trim are cherry. Outer stems, rubrail, toe rails, keel, tiller and boomkin are black locust. Floor boards are pine. Two bulkheads with hatches are fitted. One-piece centerboard is 1/8" brass (a folding "radix" type is also available. Bottom and garboards are fiberglassed for heaving abrasion resistance. NORD VINDEN can comfortably accommodate two people and their gear.

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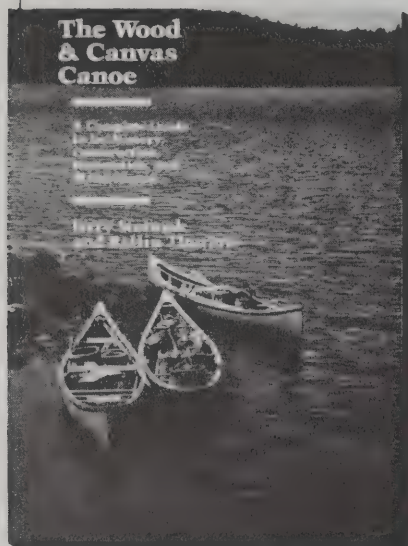


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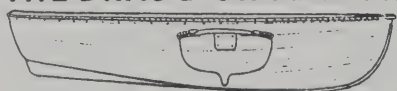
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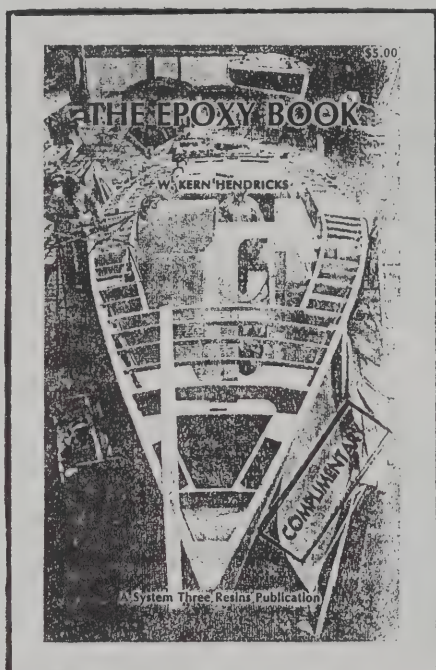
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## WINTER READING



### THE EPOXY BOOK

By W. Kern Hendricks

Reviewed by Bob Hicks

Mention of Rollin Thurlow us-  
ing epoxy to restore traditional old  
wood/canvas canoes reminded me  
about the little 50 page, 5.5"x8.5"  
pamphlet that Tom Freeman of Sys-  
tem Three Resins sent with his \$10  
tryout kit. Tom sent us an ad to  
see if any of you might find his  
product of interest, and in it he  
suggests that "if you're really the  
gutsy type, send ten bucks for a  
complete trial kit and we'll throw  
in "The Epoxy Book". So I suggest-  
ed I'd credit his ad account the ten  
bucks if he'd send me the kit. And  
he did. With the book. The kit is a  
very complete one with resin,  
hardener, choice of fillers, gloves,  
cups, measuring cup, etc. And the  
book.

It's an easy read, not a scho-  
larly treatise on epoxy resins. It  
has a teeny bit of chemistry jargon  
up front in case anyone out there  
needs to know that stuff, then gets  
into using the System Three resin.  
I happen to find the notion of be-  
ing able to use it down to 35 de-  
grees F a very attractive feature.  
It's that cold here too often. Tom's  
partner, W. Kern Hendricks is a  
chemist, he wrote the book, Tom,  
who is a builder/sailor, edited it.  
I learned quite a lot in a one-hour  
session about how to use the resin  
to best advantage, why a certain

sort of filler makes a non-sag epo-  
xy putty while another sort does-  
n't, how to deal with uneven sur-  
faces, how to spread the stuff, how  
to wet out glass cloth, why not to  
bother with glass rovings, why it  
makes sense to throw away the  
cheap supplies you use for mixing  
and applying, etc.

I'll try the little kit soon on  
an odd job or two on one of the  
projects here, and probably get a  
larger amount for my next  
stitch-and-glue backwater kayak  
(story still to come on this one).  
The first one I built using Gougeon  
Brothers resin and had good re-  
sults. But it was much warmer in  
September and October.

Tom had one real neat kicker  
to offer. System Three also offers  
one of those five-minute epoxies.  
While its not up to long-term water  
exposure on marine products  
(boats) it's a great "tack it" gim-  
mick to hold pieces together with  
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stuff also applied along the rest of  
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P.O. Box 70436, Seattle, WA 98107,  
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Quick Cure stuff is \$8.00.

### KEELHAULED, THE HISTORY OF UNSPORTSMANLIKE CONDUCT THE AMERICA'S CUP

By Doug Riggs

Reviewed by The Amazing Dr. Z.

If a book's worth can be meas-  
ured by the number of people who  
borrow it, this one should be a  
real winner. In the month since my  
Christmas copy of "Keelhauled" was  
received, it's been read by me and  
at least two others, and the wait-  
ing list is growing. Just what is  
the appeal of a book that is essen-  
tially a history of a 140 year long  
rich boys' urinating contest?

There may be several reasons,  
including the fact that the book is  
written in an entertaining style  
and is well researched. Riggs has  
constructed the book in two sec-  
tions; the first deals with the Cup  
history from its inception to the  
advent of the twelve meter boats, a  
period during which the New York  
Y.C. appears to have been less  
than sporting; the second picks up  
with the advent of the twelves af-  
ter WW II, when the N.Y.Y.C. ap-  
parently either acquired some guilt  
about past behaviour or was simply  
shamed into a more sportsmanlike  
attitude.

The book sort of peters out at  
the end but this may be due to the  
politics and ongoing gamesmanship



of the Cup campaigns, rather than to the author's style. Passages which explain various yacht racing governing bodies get ponderous, but do reveal the Byzantine nature of yacht racing rules and those who govern them. "You said port jib frizzel, while I said starboard yawl with yak milk, so I win." What these clowns really need is some consulting with the National Stock Car Racing Association. Let's get some good sized nerf bars on those suckers and do someracing!

The appeal would seem to go beyond the solid research, into the human behaviour displayed by individuals and organizations involved. Simply unbelievable. This is not from Riggs' skewing the narrative or inserting personal opinion, far from it. The truth is far stranger than fiction. I see this all the time in my psychology work. Even writers of adult soaps like Dallas couldn't dream up some of the sleazeball tactics cooked up during the America's Cup series.

One I thought very creative was a rule early on where the N.Y.Y.C. got to choose from several boats for each race so it could match the boat to the prevailing weather, while the Brits were stuck with their one challenger. As a centerboard sailor, I kinda liked the one that required an inside course run over shoals and tricky currents, such as was first established after the Cup was brought here.

An interesting revelation to me was how, in the beginning, the Cup was almost never won. AMERICA was a break-through in hull design and a real killer for speed. The owners figured to go over to England, make a few friendly wagers, and clean house. But, they showed too much speed too soon, and got no takers, so they raced around the Isle of Wight in a fleet race for a mere 100 Guinea Cup, which became the "America's Cup" thereafter.

Some of the pre-twelve personalities were also beauts and I think this is one area where I take issue with Riggs. Lord Dunraven was one of the first challengers to be vocal about the rules and attempt to employ gamesmanship. His abrasive manner and unfounded charges against the defenders made him a bad sport in the eyes of the drahtmahtini set. Can you imagine one of these foreigners accusing the N.Y.Y.C. of foul play? What's interesting is that Dunraven came on the scene just as the N.Y.Y.C. was edging towards honesty. Riggs paints him as a real blot on the history of the Cup, which is amusing since it's hard to find any clean spots anyway. Dunraven should have gotten a medal.

Time affects the perception as well, since Alan Bond didn't seem to act much differently than Dun-

raven, and the media thought he was great. To the victor goes the spoils and the losers sit around singing, "Shut up and deal!"

Sir Thomas Lipton seems to have been loved by all and gets glowing treatment from Riggs. His challenges were seen as some of the best J Boat racing, but I think Riggs may have missed a point or two. First, the rules were probably so stacked by Lipton's time that he wasn't going to win any way. Remember, he still had to sail his boats over here while the Americans were running their stripped-out hot rods. Second, it doesn't appear that Lipton even tried to cheat. This raises philosophical questions reaching far beyond yacht racing. How could Lipton get so rich and be honest at the same time?

When one examines the twelve meter era, one finds that the N.Y.Y.C. was getting honest just as the challengers were learning how the game was played. In the '70's and '80's the N.Y.Y.C. had really lost its driving urgency to plot ruthlessly to win at any cost. In '83 they caught the Aussies with their chinos down with a keel designed in Holland by a Dutch firm AND a mast built in the U.S.A. Tut, tut, that's cheating, and they could have sunk the Aussies before they got to the starting line. They choked on public opinion instead, something the Old Boys would never have done.

Perhaps their problem was that their membership was evolving from rich and ruthless to rich and stupid, or rich and guilty, or both if such is possible. A simple psychological screening device attached to membership applications would have done the trick. Herewith a sample of Dr. Z's "Ruthlessness in

Yachting Scale". Choose one of the following: A. I like to give money to the widows' and orphans' fund. B. I get great pleasure out of cutting the wages and benefits of my lowest paid employees. This should screen out the weaklings!


Riggs spends a lot of time delving into the issue of sports psychology and how the Aussies got into Conners' "comfort zone". Give me a break! The Aussies had a faster boat and all the mental health in the world was not going to help Conners. In fact, Conners probably did well considering his equipment. Sports psychology can benefit an athlete in many ways, but the '83 Cup was lost before they went to the line. Where the psychology did come in was in all the PR ploys pulled by Bond to keep everybody off-balance. All the palaver about the psych job on Conners may have been to cover up all the Aussie shenanigans and the fact of how fast AUSTRALIA II really was.

Riggs also offered some insights into Conners beyond the psych job and it seems that Mr. Conners is quite capable of waging his own form of psychological warfare, even against other Cup defenders. His secret? Ruthless dedication to organization and acquisition of the best talent and materials on and off the race course. It's no wonder that he broke with the N.Y.Y.C., but I can't help but think that the Old Boys would have understood him perfectly.

"Keelhauled, the History of Unsportsmanlike Conduct & the America's Cup" by Doug Riggs is published by Seven Seas Press and priced at \$19.95 from International Marine Publishing, 21 Elm St., Camden, ME 04843.

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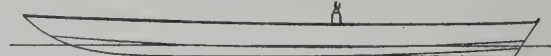


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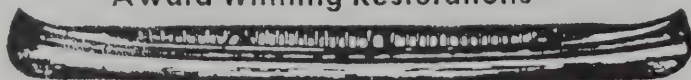
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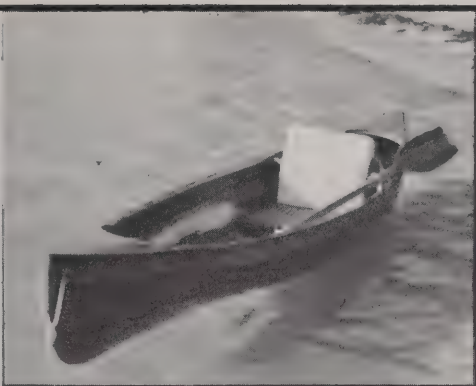


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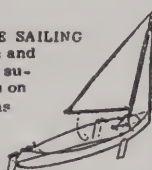
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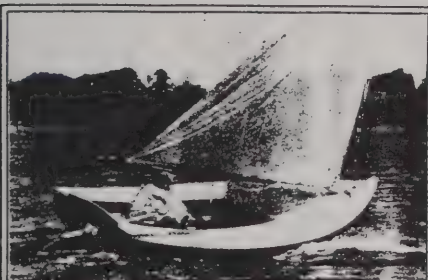
REPRINTS OF ORIGINAL PLANS, Sea Mew, 14' Cat/Sloop, as written up in SBJ August/September, 1982, \$25. HARRY DAVIS, 22 Marine Center Bldg, Santa Barbara, CA 93109.



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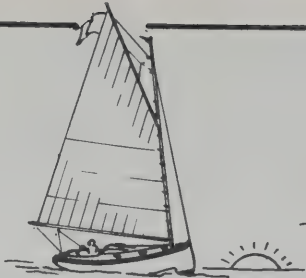
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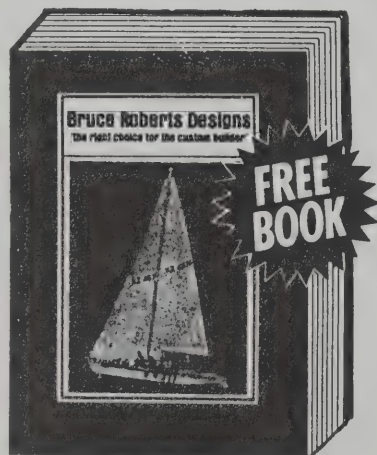
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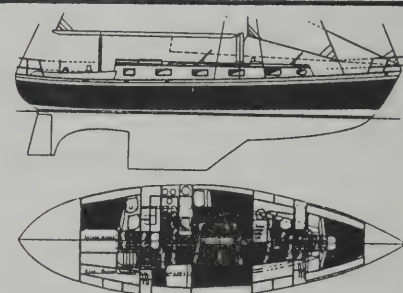
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SWAP THIS SUMMER. Two to four weeks, my 27' motor home (sleeps 6) on a lake near Newburyport (or wherever you want to drive it) in exchange for your auxiliary sailboat over 20' with cabin. Insurance coverage, etc. to be negotiated.

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FRITZ SEYFARTH, Marina Cay, Box 76, Road Town, Tortola, British Virgin Islands. (22)

AT LAST. A newsletter for builders of Bolger design "Instant Boats" plans from LaRoue and Payson. \$5 for five issues.

THE INSTANT BOATBUILDER, 5514 Wooldridge Rd., Corpus Christi, TX 78413. (22)

17' OLD TOWN HW SAILING CANOE, 1947 AA grade with sponsons. Excellent condition, all original equipment, floor grating, seat backs, etc. Cotton sail in fair condition and new dacron sail. \$1,300 or trade?

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KEY LARGO SHOAL WATER CRUISES, (305) 451-0083. (TFB)

LEFTOVER SALE. Pintail 14' day-sailer with trailer, \$2,695; CL-16 (Wayfarer) with trailer, \$3,695; Aquacat 14' Catamaran with trailer, \$2,495; Jezebel 14' daysailer with trailer, \$2,295.

CAPE ANN SMALL CRAFT, Box 592, Essex, MA 01929, (617) 768-7411. (21)

21' DRASCOMBE DRIFTER, 1979. Very good condition, 9.9hp outboard, trailer, cushions, winter cover, spray dodger. Shoal draft. Asking \$9,500.

DAVID HINSMAN, 67 Algonquin, Plattsburgh, NY 12901, (518)  
561-7386. (22)

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STAN DZIEMJA, S. Walpole, MA,  
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WILLIAM FULL, Woodstock, VT, (904) 343-1173 (Florida before May 1st), (802) 457-1399 (Vermont after May 5th). (23)

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JERRY FARMER, Minnetonka, MN, (612) 474-6127. (21)

MAHOGANY INBOARD RUNABOUTS WANTED, almost any age, length, condition and make except Century. Please send specifications, price and photos. Finder's fees gladly paid for good leads we use.

BOYD MEFFERD, P.O. Box 9, Canton, CT 06019, (203) 693-4811 during business hours. (21)

SLIDING SEAT ROWING CRAFT WANTED, 15'-20' such as Rangeley or Adirondack, preferably car top-pable.

RALPH SZUR, 32 Smith Ridge Rd., S. Salem, NY 10590, (914) 533-2718. (21)

HULLS FOR SALE. Double-ended Barrett-built Rangeley needing serious restoration, \$100. 16' Penn-Yan lake boat, needs basic restoration, \$150. 16' Swedish-built mahogany canoe, very nice, \$275.

DANIEL HAMILTON, Monroe, ME, (207) 525-7712. (21)

GLOUCESTER GULL DORY, 7/8ths scale of 15' footer, 13'x42" between pins. \$100.

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OLD WHARF DORY CO., Box W, Wellfleet, MA 02667, (617) 349-2383. (21)



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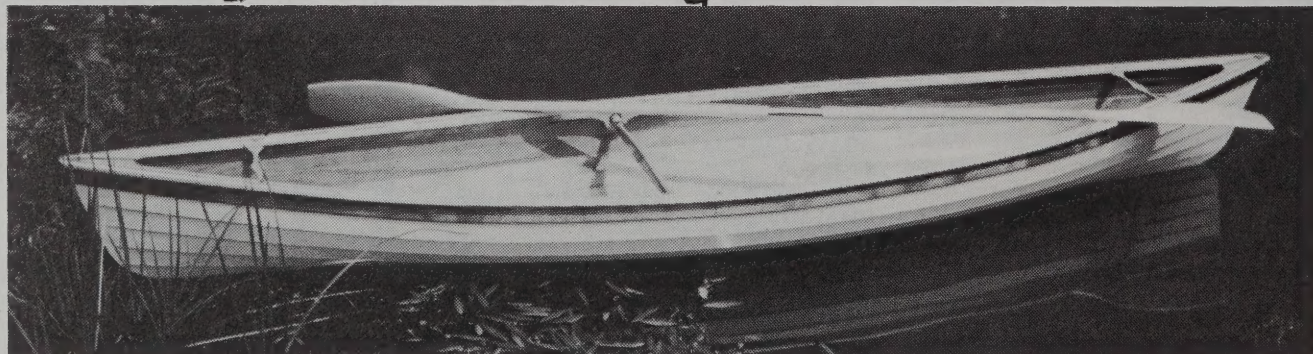
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